

Decision 99-09-010 September 2, 1999

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of County of)	
Los Angeles for an order authorizing the)	
Construction of the grade separation of)	Application 99-01-022
Alameda Street under the Alameda Corridor)	(Filed January 20, 1999
Transportation Authority Main Line approximate)	Amended May 24, 1999)
Crossing BBM-496.68-C in the County of)	
<u>Los Angeles</u>)	

OPINION

County of Los Angeles (County) requests authority for construction of a grade separation of Alameda Street under the Alameda Corridor Transportation Authority (ACTA) tracks, as more fully described by text and indicated by plans attached to the application, in the Rancho Dominguez area of Los Angeles County. This is the location where three branch lines of the Southern Pacific Transportation Company intersected; Wilmington Branch (east), now Los Angeles County Metropolitan Authority (MTA); Wilmington Branch (west), parallel to Alameda Street; and the San Pedro Branch, now ACTA's proposed main line.

Applicant is a body politic and corporate; namely, a political subdivision of the State of California, the governing body of which is the Board of Supervisors of the County of Los Angeles. The Board is charged with the duty of laying out, constructing and maintaining certain public highways in the County of Los Angeles.

ACTA was created in 1989 as a Joint Power Organization as a result of studies and planning activities that showed the need for a consolidated railroad link between the Ports of Los Angeles and Long Beach (Ports) and the regional and national railroad systems. Construction of a twenty mile, two track railroad link is planned upon former Southern Pacific Transportation Company San Pedro Branch right-of-way that ACTA has acquired.

County's Alameda Street project will provide a six-lane divided highway from State Route 91 to Del Amo Boulevard. The bridge, constructed as part of the County's project, will accommodate 4 tracks. As part of the Alameda Corridor Design-Build Storage track project, ACTA proposes to relocate the San Pedro Branch line from South of State Route 91 to south of the proposed grade separation and make the necessary connection to the Long Beach Branch line prior to County's project. County proposes to relocate the Wilmington Industry track under the Metropolitan Transportation Authority's Blue Line (Blue Line) with a minimum clearance of 23.5 feet. Ultimately, the existing highway-railroad at-grade Crossing BBM-496.68-C will be abandoned.

Blue Line crosses over Alameda Street at separated grades. County's project will result in a realignment and lowering of Alameda Street in the vicinity of the Blue Line. Consequently, the Blue Line crossing will require retaining walls with special shoring adjacent to the columns of the Blue Line overhead bridge. As a result of the County's project, the Alameda Street/Santa Fe Avenue intersection will be reconfigured and Alameda Street (west barrel) from north of Santa Fe Avenue to Del Amo Boulevard will no longer be needed for vehicular traffic.

The proposed grade separation is needed to accommodate the realignment of Alameda Street and the railroad tracks.

County is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et seq. On October 28, 1997 County has determined that this project will not have a significant effect on the environment, an Initial Study was prepared and a Negative Declaration issued for this project pursuant to the provisions of CEQA.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered County's Initial Study and Notice of Determination. The site of the project has been inspected by the Commission's Rail Safety and Carrier Division - Rail Crossings Engineering Section staff. Staff examined the need for and the safety of the proposed grade separations and related railroad construction and recommends that the application be approved.

The application is in compliance with the Commission's filing requirements, including Rule 38 of the Rules of Practice and Procedure which relates to the construction of public highway crossings and separations over a railroad. A site map of the grade crossing and separations is shown in Appendix A of this order, whereas Appendix B shows project plans for construction. The proposed project is to be completed in stages as shown in Exhibit B of the application.

On May 24, 1999, County filed an Amendment to the Application, which corrected minor deficiencies in the original Application. There are no other unresolved matters.

In Resolution ALJ 176-3009, dated February 4, 1999, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. The Commission's Rail Safety and Carriers Division recommends that this application be granted. Given these developments, public hearing is not necessary, and it is not necessary to disturb the preliminary determinations made in Resolution ALJ 176-3009.

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to PU Code Section 311 (g) (2), the otherwise applicable 30-day period for public review and comment is being waved.

Findings of Fact

1. Notice of the application and amendment were published in the Commission Daily Calendar on January 22, 1999 and June 1, 1999 respectively. No protests have been received. A public hearing is not necessary.
2. County requests authority, under Public Utilities Code Sections 1201-1205, for construction of a grade separation of Alameda Street under the Alameda Corridor Transportation Authority (ACTA) tracks, in the Rancho Dominguez area of the County of Los Angeles, as more fully described by text and plans attached to the Application.
3. The proposed grade separation is needed to accommodate the realignment of Alameda Street and the railroad tracks.
4. Construction of the proposed grade separation will eliminate motorist delays and enhance safety.

5. Public convenience, necessity and safety require the construction of a grade separation of Alameda Street under the ACTA tracks, as indicated by text and plans attached to the Application.

6. County is the lead agency for this project under CEQA, as amended.

7. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's Initial Study and Notice of Determination.

Conclusion of Law

The application should be granted as set forth in the following order.

O R D E R

IT IS ORDERED that:

1. County of Los Angeles (County) is authorized to construct a grade separation of Alameda Street under the Alameda Corridor Transportation Authority (ACTA) tracks, to be identified as Crossing 114-11.7-B and also known as BG-496.43-B, in Los Angeles County, at the location and substantially as shown by plans attached to the Application.

2. Upon completion of the proposed grade separation, the existing at-grade crossing BBM-496.68-C shall be closed and physically removed.

3. Clearances shall be in accordance with General Order (GO) 26-D. Walkways shall be in accordance with GO 118.

4. Construction and maintenance costs shall be borne in accordance with an agreement which has been entered into between the parties. A copy of the agreement shall be filed with the Commission prior to starting construction.

5. Within 30 days after completion of the work under this order, County shall notify the Commission in writing that the authorized work was completed.

6. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

The application is granted as set forth above. Application 99-01-022 is closed.

This order is effective 30 days from today.

Dated September 2, 1999, at San Francisco, California.

RICHARD A. BILAS
President

HENRY M. DUQUE

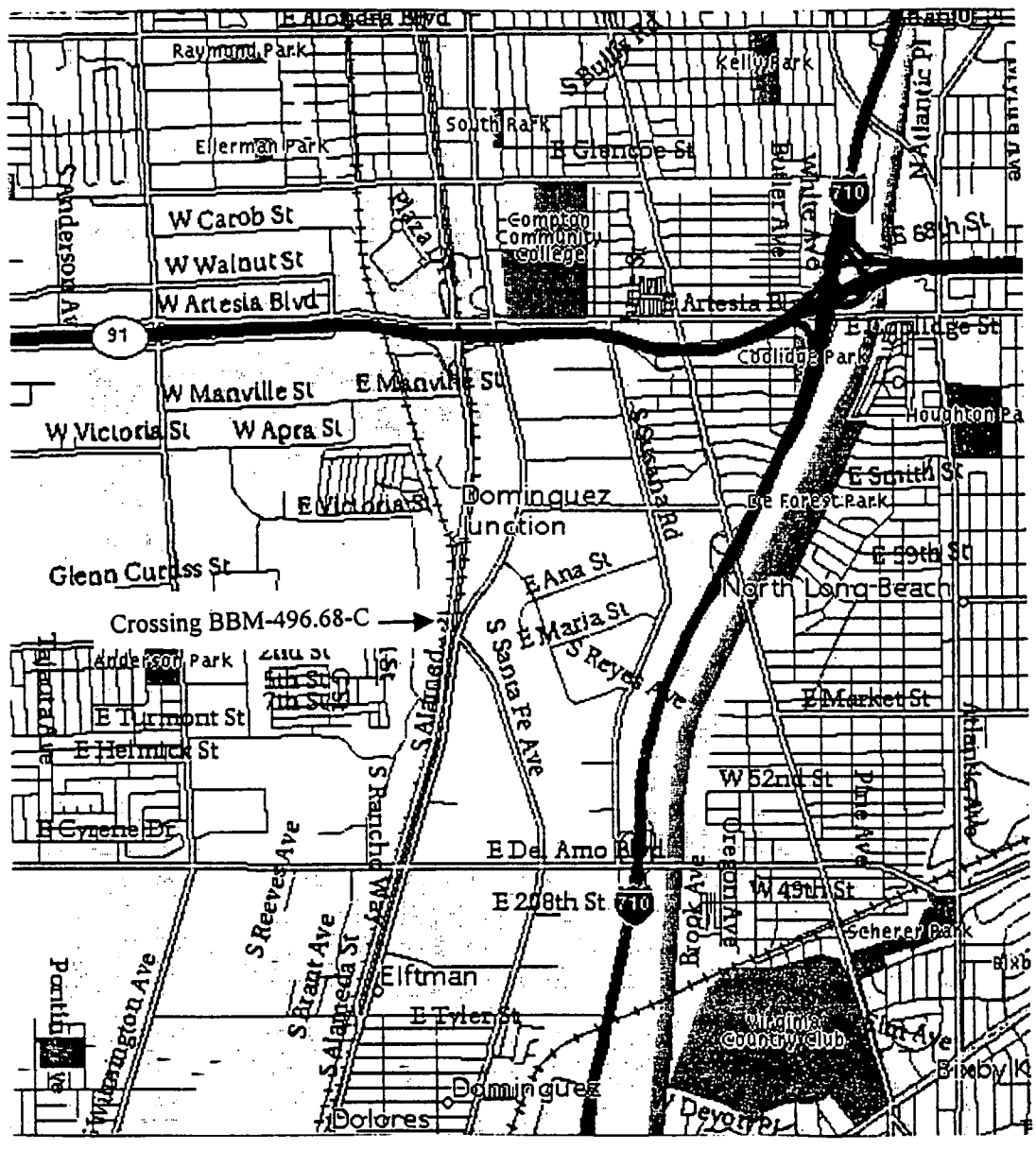
JOSIAH L. NEEPER

JOEL Z. HYATT

CARL W. WOOD

Commissioners

Site Map



Project Plans For Construction On Alameda Street
Route 91 to Del Amo Boulevard Total Length 1.74 miles

